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REPORT

INFORMATION REPORT

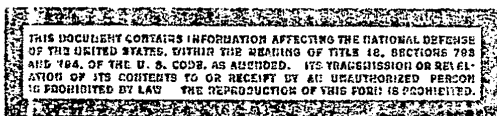
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The study comprises the following chapters:

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- B. Military Supply Shipments within East Germany.
- C. Supply Depots and the Coverage of Supply Traffic.
- D. The Situation in the Different Fields of Supply.
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 4. Tank Equipment, Repair Shops and Spare Parts Depots.
 5. Large-Caliber Weapons.
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 8. Ration Supplies.
 9. Clothing.
 10. Medical Supplies.
 11. Air Force Depots and Supplies.
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A. Military Supply Shipments from the USSR to East Germany.

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The volume of military supply traffic going from the USSR to East Germany after 1 September 1951 [redacted] The nature of supply shipments for which the goods involved were not specifically mentioned were tentatively determined through an evaluation of 50X1-HUM places of destination [redacted] It appears that approximately 1,000 carloads per month represent the normal level of supply sent from the USSR to East Germany. If this level is notably exceeded, this indicates that a special supply program is in process of execution. [redacted]

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An evaluation of supply shipments arriving in East Germany since 1949 indicates that supply traffic decreased after the summer of 1952. From this observation it may be concluded that, by this date, a supply level ordered for the Soviet occupation forces in East Germany had been reached so that only current requirements had to be met.

Supply shipments covered by regular sources furthermore indicate that the Soviets try to provision their lives from their zone of occupation. Fuel, ration supplies, clothing, medical supplies and billeting equipment must be furnished by East Germany. Supply shipments sent from the USSR to East Germany included ammunition, small quantities of special fuels or adhesives to an extent of about 60 carloads per month, aircraft, tanks, motor vehicles and spare parts, weapons and special equipment for engineer and signal units. However, also with regard to these items of supply there is a conspicuous tendency of utilizing commercial products manufactured in East Germany inasmuch as they are suitable for military use and do not permit any conclusions as to the design and efficiency of the item of equipment involved. This applies particularly to motor vehicle and tank spare parts. Motor vehicle and tank spare parts shipped from the USSR to East Germany represent only an estimated 15 percent of the actual requirements of the Soviet occupation forces in Germany.

B. Military Supply Shipments within East Germany.

On account of its large volume and incomplete observation, intrazonal supply traffic can only be estimated. From observations made for several years it is believed that this traffic amounts to a daily average of approximately 250 railroad carloads, that is about seven times as much as the number of carloads of military supply sent from the USSR to East Germany. Most of the supply traffic is directed to depots of the GDRG and army installations in central and southern East Germany. [redacted]

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C. Supply Depots and the Coverage of Supply Traffic.

During the last five years, the existence of approximately 325 Soviet supply depots of all sizes and types were observed in East Germany.

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Priority of coverage was given to depots of the GOFG and armies, i.e. 80 to 100 installations. Those depots whose assignment, location could be determined

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Generally supply goods are first sent to central depots, at least if they arrive from the USSR. The procedure applied to supply goods furnished by East Germany varies according to the areas involved. This makes the coverage of intrazonal supply traffic much more complex.

It is believed that the supply of ammunition is centrally controlled by the GOFG, while in the other fields of supply the chief supply officers of the armies have an important say.

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D. The Situation in the Different Fields of Supply.

1. Fuel.

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As mentioned previously, fuel is almost exclusively furnished by East Germany. On the basis of training activities and of regular transport reports the present monthly fuel requirements of the Soviet occupation forces in Germany are estimated as follows:

Army	about	8,500 cubic meters
Air force	"	15,000 "
Navy	"	2,500 "
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Total	about	25,000 to 30,000 cubic meters.

In 1952, approximately 1.4 million cubic meters of fuel were produced in East Germany. The annual output is scheduled to be increased to approximately 1.6 million cubic meters by 1955. In 1952, military fuel requirements amounted to about 25 percent of the entire East German production. It is believed that this percentage of the East German fuel production will continue to be claimed by the Soviets in the future. The total fuel storage capacity in East Germany is estimated at approximately 500,000 cubic meters. 250,000 cubic meters to 300,000 cubic meters can be stored in the major fuel depots with a storage capacity of upward of 1,000 cubic meters. If it is assumed that these major fuel depots are stocked 50 percent to capacity at all time, an assumption which is supported by experience, fuel reserves available in East Germany would amount to approximately 150,000 cubic meters. By adding to these stores the fuel kept in minor organizational dumps, the estimated fuel reserve would amount to 200,000 cubic meters to 250,000 cubic meters. These stocks are believed to be adequate for at least 3 to 4 weeks in the event of war.

A state reserve available in the amount of 50,000 cubic meters has not been taken into consideration, because this reserve would be required for the armament industry.

2. Ammunition.

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In East Germany, there are 12 large army ammunition depots, each of them probably stocked with an average of 15,000 metric tons to 20,000 metric tons. Besides, there exist numerous division and mili-

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ary post dumps in addition to such installations, probably reserve dumps, which are reportedly stocked to capacity but do no longer figure in the supply traffic. It is believed that these dumps are stocked with approximately 200,000 metric tons of ammunition. Troop units are equipped with at least one or two units of fire, which adds up to a total of approximately 50,000 tons. It is therefore believed that the following ammunition supplies are available:

Large depots	about 200,000 metric tons
Division, military post and reserve dumps	" 200,000 "
Available with troop units	" 50,000 "
Total	about 450,000 metric tons.

The first unit of fire for the Soviet troops at present stationed in East Germany amounts to 25,500 metric tons. According to Soviet regulations, under normal combat conditions, a half unit of fire may be consumed per day unless this order was specifically rescinded. If it is assumed that the number of Soviet units stationed in East Germany will be doubled immediately prior to an outbreak of hostilities and that newly transferred units carry one unit of fire along, ammunition stocks available in East Germany would be adequate for a 3 to 4-week period of warfare.

After the summer of 1952, some ammunition shipments arrived. On the basis of German experience it is believed that troop units do not use up more than one unit of fire per year. For the army this rate of consumption would represent about 70 railroad carloads of ammunition which would have to be shipped from the USSR to Germany in order to keep stocks at an even level.

The combined army and air force ammunition requirements in peace time probably amount to about 1,500 railroad carloads per year, i.e., 100 to 150 carloads per month. All ammunition shipments from the USSR exceeding this level deserve special attention and should be accounted for.

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3. Motor Vehicle Situation.

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The Soviet occupation forces in East Germany are equipped with about 55,000 motor vehicles. In 1952, of these 11,000 units were replaced by new vehicles of uniform type. This measure has considerable increased the combat readiness of the Soviet units. No noteworthy motor vehicle shipments were observed in the first quarter of 1953. The Soviets have in East Germany large and modern motor vehicle repair shops in which all repairs up to general overhauls may be performed. Most of the motor vehicle spare parts required are furnished by the German economy. Since 1951, no eastbound motor vehicle shipments have been observed except those connected with the motor vehicle replacement program. This indicates that the Soviets want to eliminate long supply routes and thus to avoid a reduction of the combat readiness of the units which would occur if motor vehicles would have to be sent for repair to the USSR. There can be no doubt that in the event of war the Soviets will utilize the East German repair shops to the limit of their capacity.

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4. Tank Equipment and Repair Shops.

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The Soviet occupation forces in East Germany are equipped with about 5,300 tanks to which must be added approximately 250 driving school tanks. No sizable eastbound tank shipments have been observed during the last 2 years. This indicates that, for the same reasons as stated in the field of motor vehicle repair work, all repair work on tanks is performed in East Germany where two modern tank repair shops and one large tank spare parts depot are available. Medium echelon repair work on tanks is performed in army repair shops. The two central repair shops and the repair installations assigned to the individual armies at present have a monthly output of 120 general overhauls, namely 60 on heavy and 60 on medium tanks. Efforts have been initiated to improve the capacity of tank repair installations by improving their machine equipment and enlarging their facilities. The spare parts depot is well stocked. In the last years, the German share in the tank spare parts deliveries has increased considerably. At present, the German deliveries amount to 40 to 50 percent of requirements.

5. Large-Caliber Weapons.

No production of large-caliber weapons has been observed in East Germany. It appears unlikely that such a production will be started there in the near future. Large-caliber weapons are exclusively furnished by the USSR. The existence of two large ordnance depots is known but no sizable stocks are available there. Most of the arms shipments arriving from the USSR were directly consigned to troop units.

6. Engineer Equipment.

Only one large engineer depot is known to exist in East Germany. Large quantities of river crossing equipment are stored there.

7. Signal Equipment.

One large signal depot is in existence. It is regularly supplied from the USSR.

8. Ration Supplies.

The Soviet Army lives on the country, except for tea, buckwheat and makhorka which is furnished from the USSR. In spite of the food crisis observed last fall, Soviet Army requirements still have priority. Ration supply depots are well stocked. Supplies available in depots and with troop units are adequate for 25 to 30 days' requirements. The present ration scale is about 2,000 grams per day and soldier.

9. Clothing.

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Uniforms are manufactured and repaired in East Germany. It has even been observed that newly manufactured uniforms have been sent from East Germany to the USSR. Stocks kept in clothing depots are at a normal level. These stocks make the Soviet occupation forces in Germany independent from supplies from the USSR in peace time.

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10. Medical Supplies.

Most of the requirements of medicaments and medical equipment are met by the East German production. Medical supply shipments from the USSR are at a very low level.

11. Air Force Depots and Supplies.

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The air force has a supply system of its own. Supplies arriving from the USSR are frequently sent directly to airfields. The Soviet Air Force in East Germany maintains three large ammunition depots, each stocked with about 20,000 metric tons, besides well stocked ammunition dumps at airfields. Aviation fuel is delivered by East German fuel plants. Ration supplies and clothing except for special rations and special items of clothing, are furnished by army depots. For supply depots of the Soviet Air Force in East Germany

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12. Naval Supplies.

It is believed that supplies required by Soviet Naval Forces in East Germany are sent by ship via the Baltic Sea because no rail supply shipments consigned to the navy were observed arriving from the USSR. Occasionally, minor rail shipments of rations, clothing and motor vehicles were dispatched from army depots to naval units in East Germany.

E. Equipping of the VP.

After the spring of 1952, it was observed that VP units were equipped at an increasing scale with Soviet weapons, tanks and ammunition. Special motor vehicles and special equipment required by engineer and signal units besides aircraft were also furnished by the USSR. Fuel, ration supplies and clothing are furnished by the German economy.

The East German motor vehicle industry has already furnished the VP with commercial trucks and sedans. The production of motor vehicles with cross-country motility has been started in East Germany.

Information received in the last months indicates that the manufacture under license of small arms and signal equipment was started in East Germany.

F. Poland Serving as a Soviet Supply Basis.

The transshipping stations from Soviet-gauge to standard-gauge on the Soviet-Polish border, which are most vulnerable to air attacks, represent dangerous bottlenecks in the Soviet supply system. The realization of this situation and the necessity of eliminating long transport routes will certainly have induced the Soviets to build up supply base west of the Polish-Soviet border, in an area where a standard-gauge railroad network is available. Poland would be ideally situated for such supply base because the area available has the required depth and a relatively modern railroad network, particularly in the western portion of the country. It can therefore be assumed with a fair degree of certainty that the Soviets have built up adequate supply base in Poland.

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G. Conclusion.

This study indicates that an important military supply basis has been built up and is being maintained in East Germany and probably also in Poland. It is believed that supply depots available in this area would be adequate for four to five weeks' operations in the event of war. This period of independence from supplies from the USSR would be reduced accordingly as new units arrived from the USSR immediately before the outbreak of hostilities. These stocks would enable the Soviets to start aggressive operations without any prior warning, because they would not require conspicuous supply shipments from the USSR. This situation would make it much more difficult to determine an imminent Soviet aggression from observations made in the field of supply traffic.

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